

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CE-1479 CE-1480

Name: US 1 over Octopus Crk.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u>X</u> A <u>X</u> B <u>  </u> C <u>  </u> D	Considerations: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D <u>  </u> E <u>  </u> F <u>  </u> G <u>  </u> None
Comments: _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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MHT Number CE-1479 <sup>CE-1480</sup>

**Location:**

City/Town: Richardsmere Vicinity X

**Ownership:**   X   State        County        Municipal        Other

**Is the bridge located within a designated district:\_\_\_yes\_\_X no**

\_\_NR listed district\_\_NR determined eligible district

locally designated other

Name of District \_\_\_\_\_

## \_\_\_ Timber Bridge

Beam Bridge Truss-Covered Trestle

## Timber-and-Concrete

## Stone Arch

## Metal Truss

## Movable Bridge

☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf

Vertical Lift Retractable Pontoon

### X Metal Girder

     Rolled Girder         Rolled Girder Concrete Encased

X Plate Girder    — Plate Girder Concrete Encased

## Metal Suspension

## Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam

☐ Rigid Frame

☐ Other Type Name \_\_\_\_\_

**Description:**

**Describe Setting:**

Bridge No. 7003 carries U.S. Route 1 north-south over Octoraro Creek between Conowingo and Rising Sun, in Cecil County, Maryland. An overhead C. & P. utility line runs parallel to the bridge. A 1934 bridge inspection classifies the surrounding countryside as general farmland.

**Describe Superstructure and Substructure:**

Bridge No. 7003 is a two span steel plate girder bridge, built in 1934. The superstructure consists of two 100'± long spans with a non-composite, 15" thick reinforced concrete deck, and a 1" monolithic wearing surface. Each span is carried by 6 plate girders giving the bridge a clear roadway width of 50'±. The substructure consists of two concrete piers. The bridge guardrail consists of a concrete balustrade.

**Discuss Major Alterations:**

The bridge has undergone minor repairs, in addition unspecified repairs were made to the bearing unit in 1974, and the bridge deck in 1990.

**History:**

**When Built:** 1934

**Why Built:** Local transportation needs

**Who Built:** State Roads Commission

**Why Altered:** Unknown

**Was this bridge built as part of an organized bridge building campaign:** It may have been part of the campaign to improve U.S. Route 1.

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

☒ A Events ☐ Person

☒ C Engineering/Architectural

**Was this bridge constructed in response to significant events in Maryland or local history:**

An 1877 map of the area indicates that another bridge was located near the town of Richardsmere, a short distance south of bridge No. 7003. A bridge in the vicinity of Bridge

No. 7003 known as "Porters bridge," was the only other bridge crossing over Octoraro Creek in the immediate vicinity. The construction of bridge No. 7003 was probably built as part of the U.S Route 1 construction project, which included the completion of the Conowingo Dam in 1928.

A plaque located on the bridge indicates that Octoraro Creek Bridge was built in 1934 by State Roads commission. The chief engineer was H.D. William Jr. and the bridge engineer was W.C. Hopkins.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

The construction of this bridge probably significantly altered the growth and development of the area. Since "Porters bridge" was probably the only other bridge previously in existence, the construction of another bridge nearby probably shifted thru-traffic patterns away from the town of Richardsmere.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?**

This bridge may be located in an area which may be eligible for historic designation.

**Is the bridge a significant example of its type?**

This bridge may be a significant example of its type. This bridge consists of two 100'± plate girder spans. The Historic Bridges of Maryland: Historic Context Report, indicates that the "ordinary limit of plate girder spans is about one hundred (100) feet, but that limit has often been surpassed by twenty-five (25) or thirty (30) percent for simple spans." Though each of these spans is within the ordinary length of plate girder spans, they are near the maximum length of "ordinary" plate girder spans. This bridge should be compared with other local plate girder bridges to determine whether it is a significant example of its type.

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

The bridge appears to retain the integrity of its primary character defining elements, and most of its secondary elements, as described in the Context Addendum.

**Should this bridge be given further study before significance analysis is made and Why?**

No further study of this bridge is necessary before its significance is determined. This bridge is eligible for inclusion on the National Register of Historic Places under Criterion A and C.

**Bibliography:**

Greiner, Inc.

1995 Maryland Inventory of Historic Bridges.  
Lake, Griffing, & Stevenson  
1877 Illustrated Atlas of Cecil County, Maryland.  
Spero, P.A.C. & Company, and Louis Berger & Associates  
1994 "Historic Bridges in Maryland: Historic Bridge Context."  
State Highway Administration  
v.d. Bridge inspection files.  
United States Geological Survey  
1953 7.5' Conowingo Dam Quadrangle, Photorevised 1985.  
United States Geological Survey  
1953 7.5' Rising Sun Quadrangle, Photorevised 1985.  
United States Geological Survey  
1900 15' Havre De Grace Quadrangle.

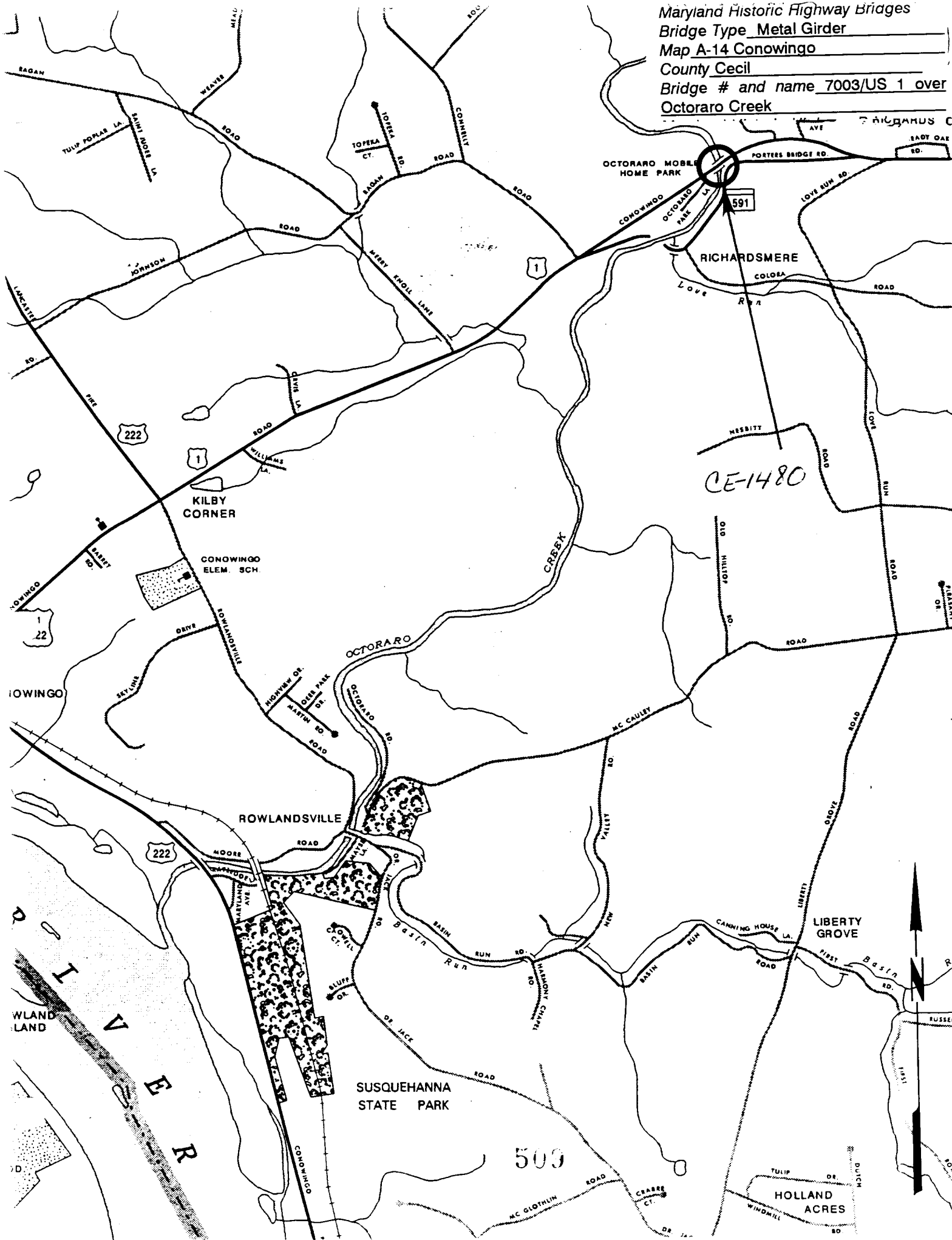
**Surveyor:**

**Name:** Jason D. Moser **Date:** August 1995

**Organization:** State Highway Admin. **Telephone:** (410) 321-2213

**Address:** 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges  
Bridge Type Metal Girder  
Map A-14 Conowingo  
County Cecil  
Bridge # and name 7003/US 1 over  
Octoraro Creek





CE-1480

CECIL COUNTY, MD

MAT HURLEY

FEB 13 1995

~~MARY LAND SHPO~~ SHA

BRIDGE NO 7003

LOOKING SOUTH

1 OF 5



DOCTOR ARD CREEK BRIDGE  
FUILT - 1934  
STATE ROAD COMMISSION  
C. G. HUNTER JR. - CHAIRMAN  
ERNEST L. LEE - ROBERT L. LEE  
EDWARD L. LEE JR. - CHIEF ENGINEER  
W. C. HARRIS - BRIDGE ENGINEER

CE-1480

CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

~~MARYLAND SHPO~~ S.H.A.

BRIDGE NO 7003

ID # ON D.S. PARAPET, SOUTH END

2 OF 5



CE-1480

CECIL COUNTY MD

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~~MARYLAND SHPO~~ 5 HA

BRIDGE NO 7003

LOOKING NORTH

3 OF 5



CE 1480

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~~MARYLAND SHPO SHA~~

BRIDGE NO 7003

LOOKING UPSTREAM

4 OF 5



CE-1480

CECIL COUNTY, MD

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BRIDGE NO 7003

LOOKING DOWNSTREAM

5 OF 5



**INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Bridge No. 7003, US 1 over Octoraro Crk. Survey Number: CE-1480

Project: Proj. No. SP803B45, Bridge Rehabilitation Agency: SHA

Site visit by MHT Staff: XX no      yes Name                                  Date                         

Eligibility recommended XX Eligibility **not** recommended     

Criteria:     A     B XXC     D Considerations:     A     B     C     D     E     F     G     None

Justification for decision: (Use continuation sheet if necessary and attach map)

Bridge #7003, U.S. 1 over Octoraro Creek, Richardsmere, Cecil County, Maryland, is a 1934 steel girder bridge, with two spans, made of reinforced concrete, with two piers and a balustrade parapet. The bridge was constructed as part of U.S. 1, the main north-south route through the United States prior to the construction of I-5.

The bridge is eligible under Criterion C as an example of the metal girder technology. It is also a contributing resource for the potential U.S. 1 Historic District, should one be created, and thus potentially eligible under Criterion A. Although we know the names of the Chief Engineer and the Bridge Engineer, both were employees of the Maryland State Roads Commission and may not be individually responsible for the bridge's design. Therefore Bridge 7003 is not recommended for eligibility under Criterion B, nor under Criterion D since the work contemplated for the bridge will not require archeological investigations.

Documentation on the property/district is presented in: Project Review and Compliance Files

Prepared by: Rita Suffness, SHA

Anne E. Bruder

Reviewer, Office of Preservation Services

1/21/98

Date

NR program concurrence: X yes      no      not applicable

Peter J. Kuntz  
Reviewer, NR program

1/23/98  
Date

*gms*

Survey No. CE-1480

## MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

### I. Geographic Region:

<input checked="" type="checkbox"/> Eastern Shore	(all Eastern Shore counties, and Cecil)
<input type="checkbox"/> Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
<input type="checkbox"/> Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
<input type="checkbox"/> Western Maryland	(Allegany, Garrett and Washington)

### II. Chronological/Developmental Periods:

<input type="checkbox"/> Paleo-Indian	10000-7500 B.C.
<input type="checkbox"/> Early Archaic	7500-6000 B.C.
<input type="checkbox"/> Middle Archaic	6000-4000 B.C.
<input type="checkbox"/> Late Archaic	4000-2000 B.C.
<input type="checkbox"/> Early Woodland	2000-500 B.C.
<input type="checkbox"/> Middle Woodland	500 B.C. - A.D. 900
<input type="checkbox"/> Late Woodland/Archaic	A.D. 900-1600
<input type="checkbox"/> Contact and Settlement	A.D. 1570-1750
<input type="checkbox"/> Rural Agrarian Intensification	A.D. 1680-1815
<input type="checkbox"/> Agricultural-Industrial Transition	A.D. 1815-1870
<input type="checkbox"/> Industrial/Urban Dominance	A.D. 1870-1930
<input checked="" type="checkbox"/> Modern Period	A.D. 1930-Present
<input type="checkbox"/> Unknown Period ( <input type="checkbox"/> prehistoric <input type="checkbox"/> historic)	

### III. Prehistoric Period Themes:

<input type="checkbox"/> Subsistence
<input type="checkbox"/> Settlement
<input type="checkbox"/> Political
<input type="checkbox"/> Demographic
<input type="checkbox"/> Religion
<input type="checkbox"/> Technology
<input type="checkbox"/> Environmental Adaptation

### IV. Historic Period Themes:

<input type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Architecture, Landscape Architecture, and Community Planning
<input type="checkbox"/> Economic (Commercial and Industrial)
<input type="checkbox"/> Government/Law
<input type="checkbox"/> Military
<input type="checkbox"/> Religion
<input type="checkbox"/> Social/Educational/Cultural
<input checked="" type="checkbox"/> Transportation

### V. Resource Type:

Category: Structure

Historic Environment: Rural

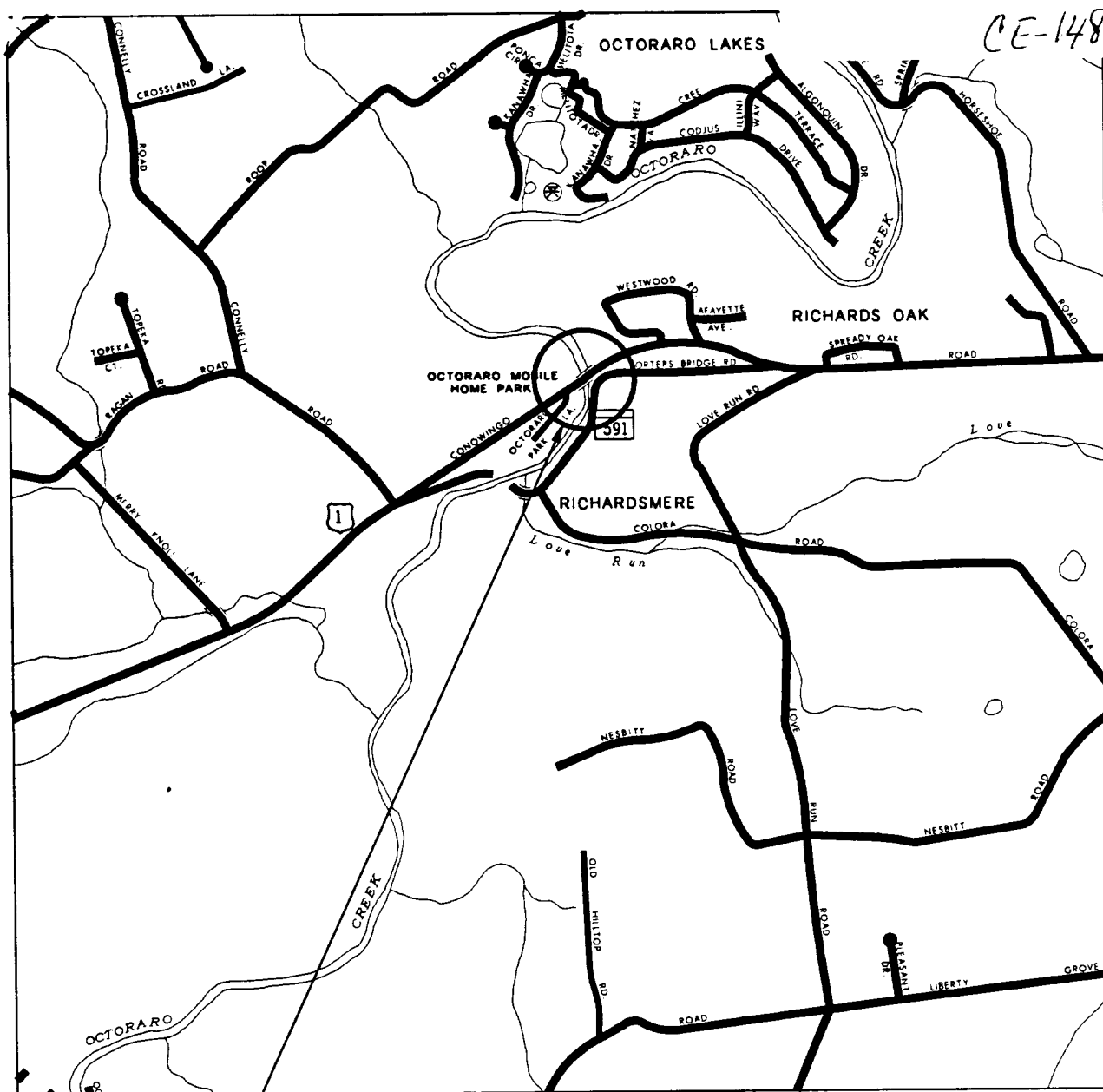
Historic Function(s) and Use(s): Bridge/Transportation/Creek Crossing

Known Design Source: \_\_\_\_\_



Attachment 3, Page 2  
CE-1480

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BRIDGE NO. 0700300 US 1  
OVER OCTORARO CREEK

LOCATION MAP  
SCALE: 1" = 2000'